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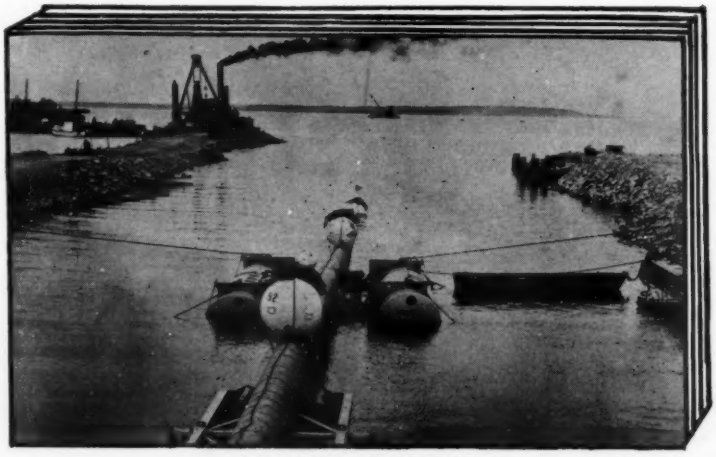

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Industrial Publications

902 South 3rd Street

CONROE, TEXAS

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Address communications to:

OFFSHORE OPERATIONS

P. O. Box 977

Conroe, Texas

•

Subscription price: $2 per year, $3 for two years. Foreign, $5 per year. Back issues, 50c when available.

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Entered as third-class matter at the Post Office in Conroe, Texas. Application for entry as second-class matter is pending.

OFFSHORE OPERATIONS

"DRILLING ANYWHERE OVER WATER"

Vol. I SEPTEMBER, 1954 No. I

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Cover: Discovery well, Bay Marchland
Photo by R. L. Buchanan

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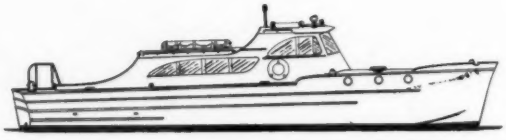

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A New Wildcat . . .

YES, sir, we have set up our rig—a typewriter—stashed the coring barrel in the slush pit (see page 28), uncambered the drawworks from the secretary's swivel chair, primed the shrdlu etaoin with disintegrating oil—and proudly proclaim that OFFSHORE OPERATIONS is a rank wildcat.

Maybe the rankest . . .

Anyway, we have a friend in the publishing business. He's always inviting his readers to light and rest their saddles, squat on their shinny hunkers, and shoot the cow for a spell. He'll say, "Flap your lip, partner, and maybe from the breeze we'll get an honest-to-goodness, down-to-earth opinion of this here publication"—meaning his own.

But that's exactly what we'd like to do. So make yourself comfortable on your hip pockets, and take a few samples. Then give us a core analysis—the real dirt. It's your magazine and we're expecting you to stand up and squall like a rusty hoist if you don't like what's in it.

There are just two things you can't rightly accuse us of—ignorance and over-enthusiasm. We'll beat you to that.

Too many people informed us, right from the start, that we were ignorant for trying to start a magazine like OFFSHORE OPERATIONS. They said the field was too big, too technical, that we'd have to be some off-breed combination of both marine expert and petroleum engineer to even hope to succeed. They pointed out that even the big publishing outfits, with whole offices full of pretty secretaries, would hesitate before taking on such a task. In short, they made it plain that it simply couldn't be done!

That kind of talk scares a body. It's a lonesome feeling, sticking your neck out and waiting for a hundred-ton tug or maybe a jackknife rig to fall on it.

But we cussed and discussed the idea some more, and decided maybe it could be done. That's where our over-enthusiasm comes in. The field is big—so big that we think it **needs** a magazine. We decided you fellows all had your tongues hanging out, panting like tourists at the follies, just waiting for somebody to shove the magazine in your hands.

And if it takes ignorance to start one—we meet every qualification. But there's no law we know of says a couple of boll weevils can't latch onto a lease and try to prove it up with a wired-together workover rig and sweat, instead of pocket money. Maybe we don't know too much about it, but that's where you folks come in.

You're all experts in your own field. You can tell us, in no uncertain terms, if we call a traveling block a salesman's pulley. Even emphasize the lesson by cracking us over the skull with an old length of drill pipe, or whatever's handy.

That way, we're sure to come out with the kind of magazine you want—mostly to keep from getting knots on our heads.

We've got the No. 2 tank full of ideas, of course. But you can't cram everything into the first issue of a magazine. As we grow, we want to add a whole flock of new features and departments. Keep up with everything of interest to the man on the rig, as well as the fellow who sits up behind a big desk in an air-conditioned office.

But when you stake your first location, those are just plans. Sure, we've spudded in, and we plan to branch out—drill outposts, east, west, north and south flanks, and maybe some muskrat roles. But a lot of what we do from here on out is going to depend on you.

A trade journal isn't like a general magazine, with a circulation that runs into the hundreds of thousands. A trade journal—even the biggest—has only a few thousand readers. That gives us a personal interest in every man who receives OFFSHORE OPERATIONS.

So why not take a personal interest in us? Scratch a short message on an old postage stamp, a discarded blonde—just about anything.

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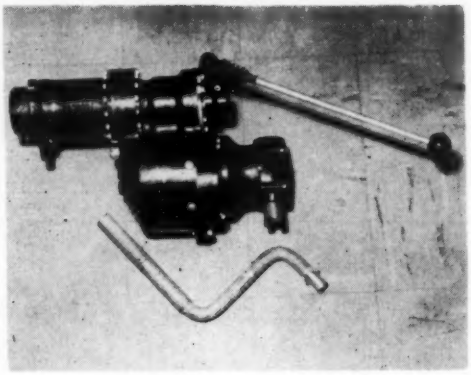

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Offshore Outlook

SELDOM has the imagination of man been so inspired as by the search for offshore oil. It is a gigantic undertaking, geared to the fabulous concept that there is no job too big, no task too formidable, for the combination of American know-how and ingenuity. To accomplish things on a magnificent scale is the accepted American way of life.

At the same time, it is admittedly true that too many people have technicolored misconceptions of the real task at hand. Perhaps because of pictures of sleek seismographic vessels, darting back and forth across apparently trackless seas with geyser-like explosions spouting in their wake, the average newpaper and magazine reader has come to look upon offshore exploration as a kind of quest for freebooter's gold. The term "fabulous stakes" and "fantastic gamble" are too often linked with references to sunken treasures; and the shades of Morgan and LaFitte are recalled.

The stakes are big—running into the billions. But few operators would remain in business if they were lured into spending gigantic sums by romantic visions of "black gold from beneath the blue waters of the Gulf!"

What is the true offshore potential? Why are the major oil companies willing to spend millions—even accumulative billions—in exploration and leases and wildcat drilling in the Gulf of Mexico?

Mr. Ben C. Belt, of the Gulf Oil Corporation, is one of the most lucid, eloquent spokesmen in the entire industry. In a recent speech, he pointed out clearly and concisely why the major companies are interested in offshore exploration. Excerpts from his speech have appeared in newspapers all along the Gulf Coast, and as far away as New York and San rFancisco. But because it is timely, and because no one else that we know of has so graphically analyzed the situation, we are printing this particular excerpt again:

"They (the major oil companies) compare the 15 million acres lying inside the 150′ depth line and between the mouth of the Rio Grande and the mouth of the Mississippi which is underlain with miocene and pliomiocene with the 9,500,000 acres underlain by miocene which lies next to the shore line along this strip of coast. In the latter 9,500,000 acre strip there have been found 100 interesting structures, 62 oil fields which will make in excess of 20 million barrels ultimate recovery, 29 of which will make in excess of 50 million barrels and 11 of which will make in excess of 100 million barrels.

"The operators and geologists reason that if the miocene sands continue out under the sea to the 150′ line (They know the beds continue whether the sands continue or not) that at least part of this 15 million acres should be as prolific as the coastal strip . . . adjoining it. They are, therefore, willing to risk millions in exploration and put up hundreds of millions in development if the exploration is successful in the hope of finding major oil fields. (A major oil field is one that will make 50 million barrels of oil or more during its productive life.) They recognize the fact that the finding of an oil field in the Gulf with an estimated ultimate yield of 10 million barrels will be a failure . . ."

Despite hazards, Mr. Belt predicted that under certain operating conditions "there will be a spirited wildcatting and development campaign in the next five years which easily could add 4 to 6 billion barrels of oil to our national reserves and might add some 15 or 20 trillion feet of natural gas to our national gas reserves."

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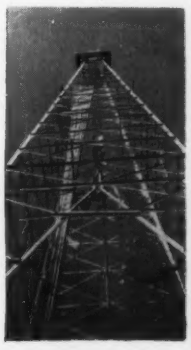

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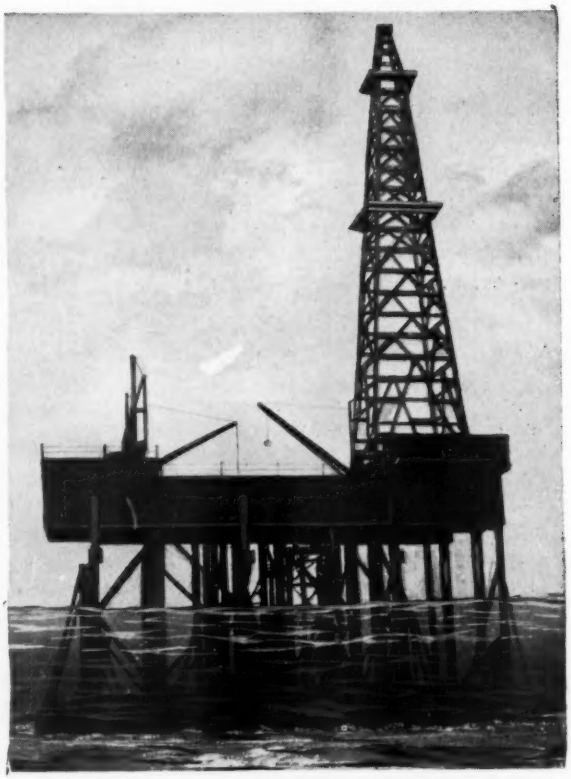

ARTIST'S CONCEPTION OF RIG NO. 44

As the pioneer in the all-welded construction of barges and ocean-going vessels, it is only natural for Ingalls to take its place among the leaders in building Offshore Deep Water Submersible Drilling Barges.

Rig No. 44, Kerr-McGee Oil Industries, Inc., illustrated here, was designed to fit the widely diversified needs of an offshore drilling operation. This rig, now under construction at Ingalls' Pascagoula, Miss., shipyard, has an operating water depth of 40 feet. Air-conditioned living quarters for 42 men and an unusually large storage tank for reserve drilling water are among the features.

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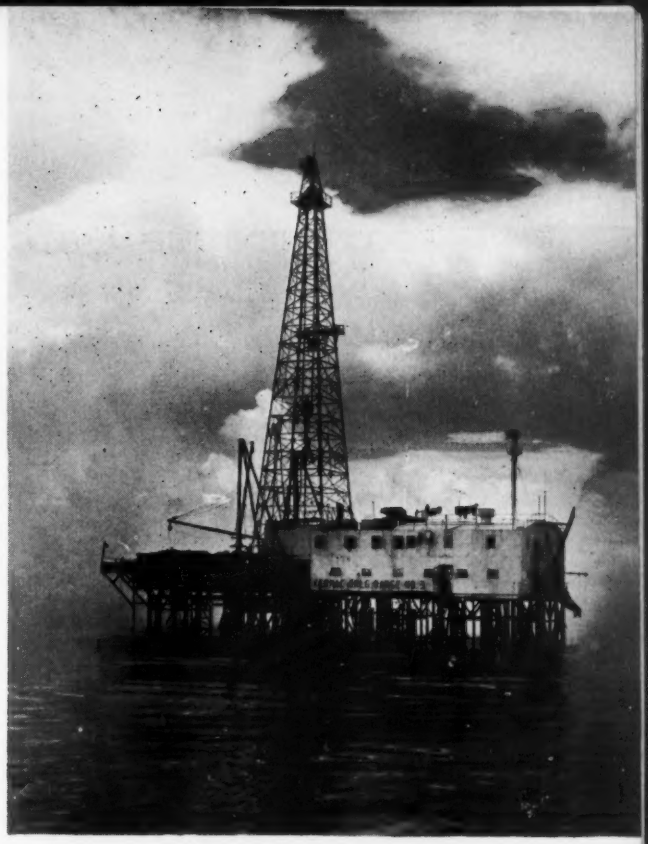


Kerr-McGee's New Mobile Platform Has Proven Prototype

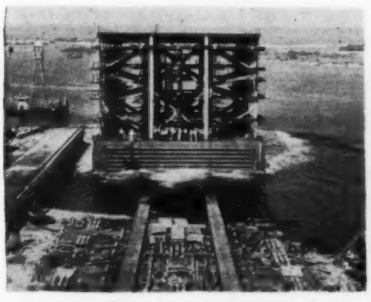
by PAUL WOLFF
Kerr-McGee Oil Industries, Inc.

THE new Kerr-McGee mobile platform, recently launched by the Ingalls Shipbuilding Corporation in Pascagoula, Miss. and now being outfitted in the builder's wet dock, does not represent a radical departure from the company's previous experience. Rather, this latest unit (Rig No. 44) is an improved deeper water modification of Kerr-McGee's presently operating Rig No. 40 (Drill Barge No. 3 in the accompanying photograph, with which approximately 100 locations have now been drilled.

Rig No. 40 has an outstanding performance record for shallow holes with a heavy rig. During a program of drilling stratographic holes to 3,000 feet and deeper, the rig averaged more than ten individual locations per month. Deep wells were also completed in record time. Operation has been in water depths between 4 and 24 feet. The unit has functioned on exposed offshore locations in the Caplen and Ship Shoal areas. Its record is made possible because the raising and lowering of the rig from the free floating and the on location positions is a relatively quick marine operation and no tearing down or rigging up of the drilling equipment is required.

(See the following page for comparative data on the two rigs.)

The lower hulls of both rigs are used to store potable water, drilling water, diesel oil and salt water ballast. Liquid transfer pumps are located in the hulls. Both units have air conditioned quarters for about 42 men. In each unit the active mud is separated from the engine space by steel bulkheads, and the enginerooms are pressurized to prevent infiltration of gas.



Launching of Kerr-McGee's Rig No. 44 at the Ingalls Shipbuilding Corporation's Pascagoula, Miss. yard.

Engines are cooled by the circulation of their fresh water directly through a keel-type cooler of large cross section. Although it is unusual to have so many separate engines on one cooler without auxiliary circulation, this method has proved very successful.

The older rig has a conventional mechanical setup with pipe-racks opposite the drawworks and engine compound behind the driller in line with the axis through the "V" door. The newer rig has an unconventional setup with the drawworks on a side of the derrick adjacent to pipe-racks. The compound runs across the unit under the pipe-rack.

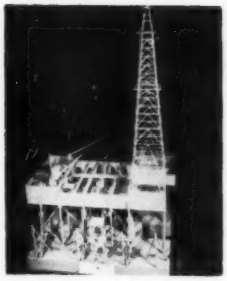
In the face of deeper, rougher water and the poorest of bottom conditions, Rig No. 44 is expected to extend the record of its predecessor.

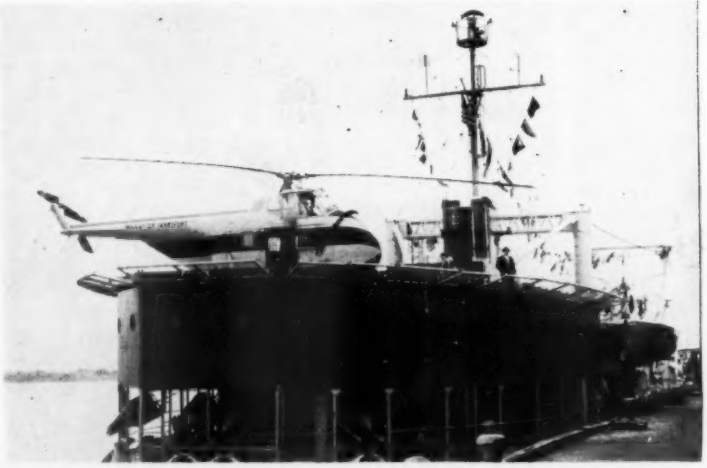
Comparative Data

Kermac's Rig No. 40 and Rig No. 44

J. T. Hayward, instrumental in the design and construction of Rig No. 40, acted as consultant on the basic design of the new unit. Operation will be under license of the Dawson and Hayward patents.

	Rig No. 40	Rig No. 44
Length (hull)	160'-0"	140'-0"
Length (pontoons)	110'-0"	140'-0"
Breadth (hull only)	54'-0"	72'-0"
Breadth (over pontoons)	85'-0"	102'-0"
Depth (hull)	13'-0"	13'-6"
Slot length	70'-0"	33'-0"
Slot width	10'-0"	24'-0"
Height, hull bottom to machinery flat	32'-0"	60'-6"
Derrick	High wind load 136' x 30' 800,000 lb. capacity.	High wind load 147' x 30' 1,248,000 lb. capacity
Derrick substructure	Integral with superstructure. Designed to suit derrick loads. 14' floor height above machinery flat.	1,400,000 lb. API capacity. 18' floor height above machinery flat.
Drawworks	Emsco J 1600.	Ideco Pr-1350S
Stringup	350 ton capacity with 10 1¼ lines.	400 ton capacity with 12 1⅜ lines.
Compound	Three engines, two pump drive, chain compound.	Four engines, two pump drive, chain compound
Main engines	Three "Quads"	Four 450 hp "twin" Diesel engines with torque converter.
Mud circulating pumps	Two 510 brake hp duplex	Two 880 brake hp triplex
Mud mixing and agitating units	One 300 brake hp duplex	One 3 hp electric mixer. Five 5 hp. electric agitators
Electric generators	Two 100 Kw D.C. Diesel generator sets	Two 200 Kw A.C. Diesel generator sets.
Catworks, rotary drive and coring reel	Drawworks driven	Independent drive from 300 hp twin Diesel with torque converter.
Wet mud storage	600 bbls. active mud 200 bbls. reserve mud	800 bbls. active mud
Material handling equipment	One conveyor One 5 ton crane One 10 ton crane	Two 5 ton cranes One 10 ton crane





Helicopter on flight deck of the M. V. EAGLE, the Gulf Oil Corporation's new drilling tender. The flight deck is located on the ship's fantail, and is designed to accommodate the largest commercial helicopters currently available.

CALCO COMPLETES OFFSHORE DISCOVERY

The California Company has completed a new oil discovery in the vicinity of Louisiana's Main Pass. The well is in the Main Pass Block 33, off Plaquemines Parish. The company's No. 1 Louisiana State 2449 flowed 40 barrels of 26 gravity oil on a 1/8/ choke from permorations at 7451-55 feet. Tubing pressure was 875 pounds.

STANOLIND MAY SET NEW DEPTH RECORD

The Stanolind Oil & Gas Co. is past the 13,000 foot mark with its wildcat in the Gulf of Mexico, 24 miles east of Galveston, Texas, and indications are that the well may be drilled to 14,000. If so, it will be the deepest test ever drilled off the Texas coast.

INTERIOR DEPARTMENT SETS LEASING DATES

The sale of leases on the continental shelf off the Texas coast, beyond the traditional boundary defined by the state, has been set by the interior department for November 13. On that date, offshore operators will have their first chance to bid on mineral leases in the Gulf of Mexico past the 10½ mile tidelands strip.

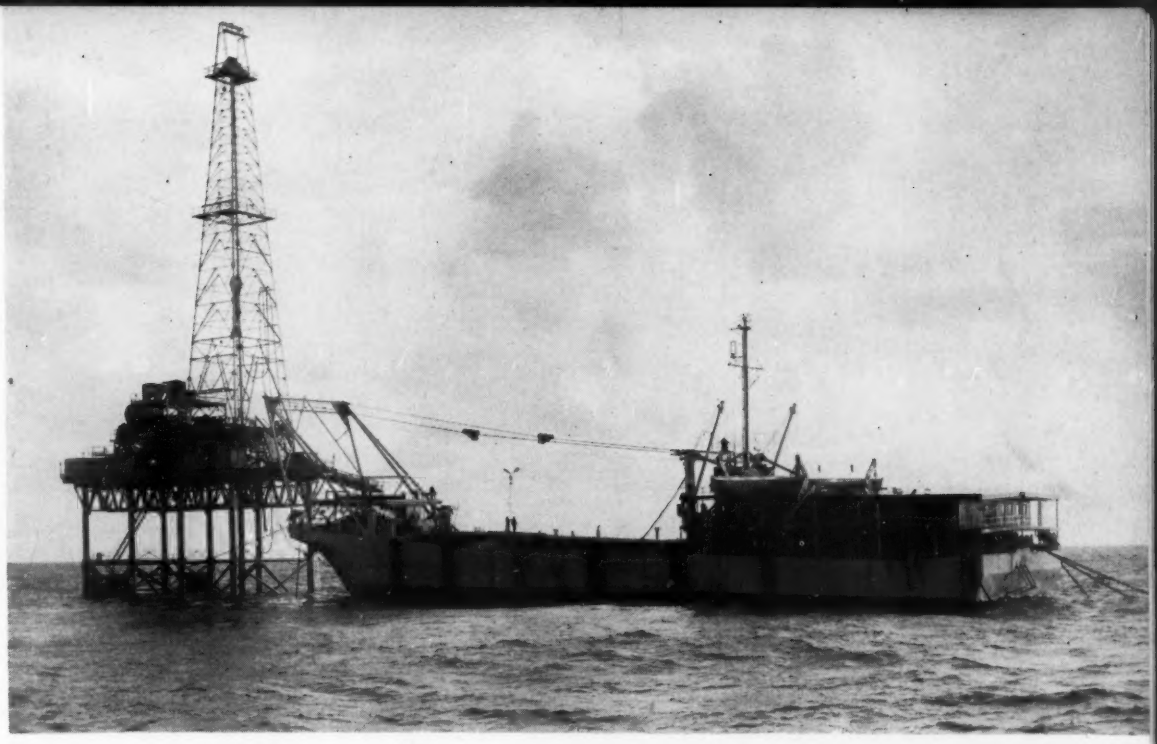
Since the tidelands seaward boundary has not been surveyed, the actual blocks offered will probably be 12 or more miles out. The area in between will be a "no-man's land," until the exact line of demarcation has been defined. To date, leases sold by the state have extended about nine miles from the shore. It is expected that the interior department will scrupulously avoid any infringment on the state's rights.

CONTINENTAL STAKES WEST CAMERON OFFSET

The Continental Oil Company has staked an offset to its discovery well in West Cameron Block 192, Cameron Parish, La. The company's No. A-2 State Lease 1659 is a south offset, and is scheduled for 9300 feet.

WHEELER JOINS N. O. SUPPLY COMPANY

W. R. Wheeler recently joined the sales staff of the Equipment Engineering & Supply Co., of 3538 Pauger St., New Orleans, La.



This CATC location, 35 miles off Cameron Parish, La. in 58 feet of Gulf of Mexico water, represents the greatest distance man has ventured from land in search for oil.

Auxiliary Floating Equipment

by JAMES C. CRAIG
Continental Oil Company

WHILE many oil companies used surplus marine equipment when they entered the offshore field shortly after World War II, the experiment on the whole was unsatisfactory. The great majority of the boats were of wood construction. Recurrent damage to these vessels coming in contact with drilling platforms resulted in considerable loss of time and expense.

It soon became evident, as the tempo of offshore activities increased, that the most efficient and economical approach to the problem was the construction of new equipment, designed for a specific job. The initial cost is high, but the new equipment has many advantages over the surplus wooden hulls.

Minimum equipment . . . From experience, the minimum equipment required to transport crews to one drilling operation, whether the well is being drilled from a large self-contained platform or a small platform with a drill barge tender, is two crew boats and a standby boat.

In addition, it is necessary to have a supply or cargo boat capable of supplying a drilling well with casing, mud, water, cement and fuel. Early methods of handling supplies was by trial and error, but the most acceptable method was the use of cargo barges and tugs.

In order to handle a barge under adverse weather conditions, and maneuver it into position to unload cargo, it is necessary to use tugs with 500 hp or more.

Work boats . . . Not all of the surplus wooden hull vessels were unsuitable for offshore use. Some operators have had very successful results using the 136' YMS. The YMS proved satisfactory in transporting crews and supplies. It is large and sturdy enough to endure severe weather and rough seas. It has power to maintain steady control and prevent damage as it approaches the platform or drilling barge.

THE AUTHOR

James C. Craig, Houston superintend of offshore operations for Continental Oil Company, has been associated with Conoco's drilling activities almost continuously since 1932. Prior to assuming charge of Continental's marine drilling program, Mr. Craig held a succession of positions in the company's production operations on the West Coast. A native of Los Angeles, Calif., he has made his headquarters in Houston for the past six years.

Another vessel used to great advantage has been the LCT. It is used to haul all types of heavy supplies, including long strings of casing. The LCT is slow, and the number of vessels of this type were limited. But the few converted for offshore work are still doing a satisfactory job.

However, utility or work boats designed specifically for offshore operations have many desired improvements over the surplus wooden hull vessels. Built along the lines of the LCT, these boats more adequately utilize engineroom space, have more freeboard, and are of sturdier construction. They are designed to carry more liquid cargo, have a letter arrangement in deck space, and more speed than the LCT. This makes them maneuverable enough to operate within the limits imposed by the drilling tender mooring lines.

Crew boats . . . At present most crew boats are being built especially for offshore work. The minimum length seems to be settled at 65'. All have twin screws and steel hulls.

The boats range upward to 85' in length, and are designed to carry 25 to 35 passengers. Most utilize the bus type reclining seat. All have short wave radios, and most crewboats are equipped with radar.

There are, of course, many smaller boats used in offshore operations. Many have wooden hulls. Ranging from 30 to 45 feet in length, they are faster than the larger boats. Their primary purpose is to carry supervisors, service personnel and emergency crews. Wind and wave conditions limit the use of this type

(Continued on next page)

of boast to reasonably fair weather conditions.

The standby boat, which should be able to carry 30 or more passengers, is left at the drilling site for emergency use. These boats should be capable of coming alongside a platform in rough weather.

Construction costs . . . Crew boats from 65 to 85 feet in length are built at an approximate cost of $115,000 to $135,000. Work or supply boats under construction, designed to carry mud, cement, water, fuel, casing or any other material needed to drill an oil well, cost approximately $175,000 to $200,000.

Charter . . . Many companies prefer to charter rather than own marine equipment. But the sudden termination of the first phase of offshore work, resulting from the Tidelands litigation, ran many boat operators out of business. As a result, few are willing to build or furnish auxiliary floating equipment unless they can foresee a reasonable guaranteed payout.

Prices . . . A 35 to 45-foot boat, depending on design, construction and condition, will charter from $60 to $80 per day. A 65′ crew boat especially built to carry crews may charter from $150 per day up.

A 65′ standby boat, probably built for the fishing trade and not too desirable to be used regularly as a crew boat, will charter from $110 per day up.

An 85′ crew boat especially built to carry crews will charter from $200 per day or more.

Tug boats as a rule are chartered for short periods of time, and the price depends on type and hp of tug and terms of charter. It is not unusual to pay $500 per day for a fair-sized tug.

Cargo and oil barges can be chartered for any period of time. The price depends on size and type of barge. The usual cost runs $600 to $900 per month.

Self-propelled work boats such as the LCT and the newer boats built to haul heavy equipment charter from $300 per day up.

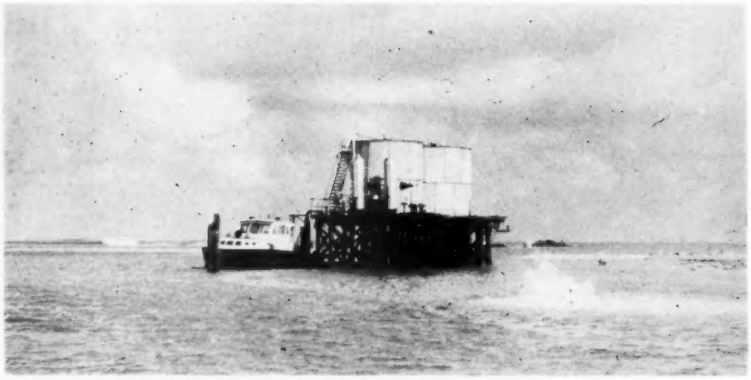
Company operating costs . . . Operating cost of company-owned marine equipment over a period of two years of continual use will give some idea of boat expense:

65′ crew boats cost an average of $125 per day.

80′ crew boats cost an average of $175 per day.

100′ 500 hp tugs cost $300 per day.

These figures do not include depreciation or insurance.



A tank battery in Shamrock Bay, with a work boat alongside.

The Glasscock Drilling Co.

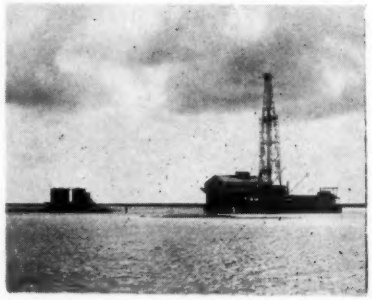
Pioneers in Offshore Drilling

When the Glasscock Drilling Co., of Corpus Christi, Texas, drilled the discovery well in Shamrock Bay back in 1948, it took two months to build an island and construct a platform —and five more months to complete the well.

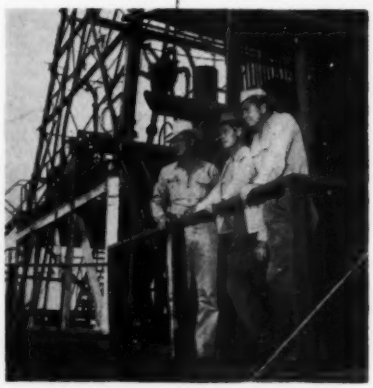
C. G. Glasscock, president of the company, decided that wasn't a very economical way to drill a well. He ordered the company's first drilling barge, which was towed into Corpus Christi Bay on Sept. 4, 1949.

While this represented a major gamble for an independent contractor—and was the first drilling barge to be used in that part of the country—it was successful; with it, the firm completed six wells in as many months.

Glasscock now owns six shallow water barges, and has under construction a big new deep-water barge that will be outfitted and ready to move on location in October.



Barge No. 3 on location in Shamrock Bay. This unit operates on butane, with a 5-1250 Emsco rig.



Right: Making up drill pipe on Rig No. 5. Bottom right: A game of cards while away the time on the long boat ride out to the rig. Bottom left: Ray Ford, toolpusher, talks it over with two of the owners, Ray Storm, center, and C. G. Glasscock, Jr. on the right.

Cathodic Protection For Corrosion Prevention On Boats And Barges

by HENRY ALLEN
President, Allen Cathodic Protection Co.

CORROSION, on mobile marine equipment alone, costs marine and oil operators in excess of a billion dollars per year. Consequently, methods to conserve steel and effect a reduction in this cost are being investigated to the fullest extent.

Corrosion on steel submerged in sea water is caused by small galvanic cells that form, due to dissimilar metals used in construction. Steel contains carbon and a combination of other materials, and in itself, may produce minute galvanic cells. However, the most destructive corrosion cells are those caused by dissimilar metals in the stern of the boat, welding and paint failure.

THE AUTHOR

Henry Allen, president and general manager of Allen Cathodic Protective Company, Inc., Harvey, La., and Houston, Texas, has been associated with the cathodic protection field for some ten years. During this time he has spent much time and effort on developing techniques for marine applications of cathodic protection both in the sacrificial anode and the forced current drainage systems. He is recognized as one of the foremost marine corrosion experts in the field.

With cathodic protection we do not eliminate galvanic corrosion, we merely transfer it to a piece of metal that can be readily replaced.

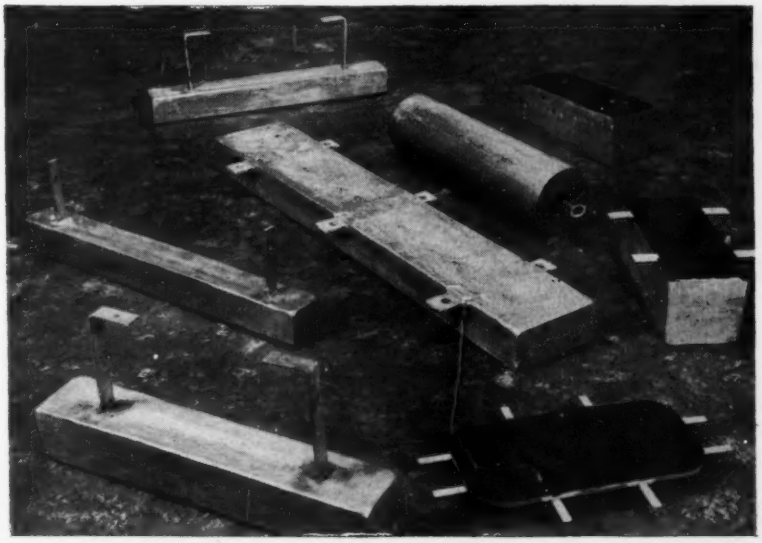
Zinc has been used for cathodic protection on boats and barges for some 200 years, and considerable research is being carried on at present to improve the performance of zinc anodes in sea water. In our opinion, these tests are not yet conclusive and in the event that zinc is used, better results will be obtained with high purity zinc. To date, however, magnesium has shown better results than any other sacrificial anode and it will drain approximately four times as much current from steel as an equal amount of zinc.

Paints that are used below water on vessels should have a high dielectric strength as their primary purpose is to provide electrical insulation (except for antifouling paints). In many instances, a good paint job may reduce the amount of current drainage necessary to produce full cathodic protection by 50%. An unpainted vessel may be completely protected from corrosion below water and in such cases where boats and barges are subject to heavy paint damage (due to shallow water and other factors) economics are usually in favor of more cathodic protection and less paint.

Occasionally, anode currents may strip paint from the vessel in the immediate vicinity of an anode. This stripping is never extensive and will be replaced by calcareous deposit that has a dielectric strength equivalent to the paint. This deposit, plus the protection of the small areas around the anode by the cathodic protection system, eliminates the possibility of corrosion.

The varied environments encountered by boats and barges necessitate the use of various shapes of magnesium anodes in cathodic protection for steel hulls, as well as internal protection of ballast and deep tanks. Many of the boats and barges in our Gulf South area must operate in sea, brackish and fresh water, and in such cases, a compromise design must be made that will provide maximum protection in any of the above mentioned waters. By varying the magnesium anode's shape, we can increase or decrease its life expectancy. The greater the metal area exposed per pound, the shorter the life of the anode. This has resulted in the design of anodes with a minimum practical thickness, and should we get into thinner shapes, the anode life would be shortened to such an extent as to make their use economically impractical. The life of cathodic protection systems on mobile marine equipment varies from six months to five years depending on operating conditions, with the average lifetime being one year. The life expectancy can usually be predicted with reasonable accuracy.

The assistance of marine operators, oil operators and shipyards has been invaluable in accumulating data on cathodic protection. Their acceptance of this relatively new approach to complete corrosion mitigation is enabling us to continue research which will ultimately benefit each and every type of marine operation.



Some of the available magnesium anode castings for marine service. (Top left) 42 lb. tanker anode, 4" x 4" x 36", 24" centers; (left) 44 lb. tanker anode, 4" x 4" x 38", 30" centers; (bottom left) 50 lb. tanker anode, 5" x 5" x 30", 20" centers; (center) 160 lb. bilge keel, 4" x 10" x 60"; (upper center) 100 lb. pier anode, 8" diam. x 32"; (upper right) 55 lb. hull anode, 7" x 7" x 18", 1¼" pipe cores on 10" centers; (right) 55 lb. hull anode, 7" x 7" x 18", 1½" x 1¼" strap core on 10" centers; (lower right) 22 lb. hull anode, 2" x 10" x 20", ¾" x ⅛" strap cores.

Mr. Expert and his jet trenching machine.

Submarine Pipelining

Texas' Sammy Collins Is "Mr. Expert"

S. V. "Sammy" Collins, of Port Lavaca, Texas, is a medium-sized man with a big reputation in a highly specialized field. In fact, his firm has a virtual monopoly on the laying of submarine pipelines outside the United States. He has worked out so many different ways of handling pipe under water that no job has proved too big or too tough for him.

The Collins Construction Co. has just completed the world's longest sea-loading line, for Sonocy Vacuum at Accra on the Gold Coast of West Africa. The firm is now engaged in laying and trenching 84,000 feet of submarine line for the Bombay Port Trust in Bombay, India. The crossing of the Straits of Mackinac was considered a task fringing on the impossible—but after six weeks of preparatory work, the actual crossing, at a record depth of 240', was completed in just sixty-five hours.

Collins learned about pipe first hand in the Texas oil fields. A former oil field boomer and toolpusher, he turned to laying pipe under water when the big rigs ventured into the Gulf. His methods were considered brash, but they worked; the jet trenching machine he invented is a marvel, and his "buoyancy control" method of launching pipe beats anything yet devised.

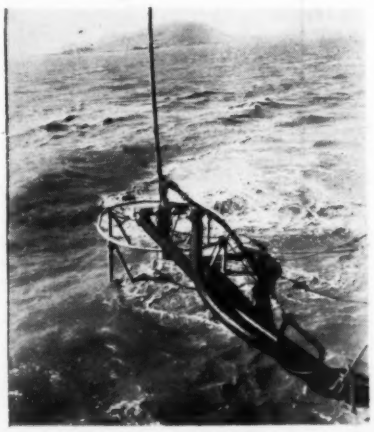
Not only did Collins prove his inventiveness, he also formed a tightly-knot organization of dedicated young men—submarine pipeline specialists, he calls them—that now encompasses the best underwater pipeline know-how in the world.

The first really big job tackled by the Collins group came in 1948. The Aluminum Co. of America was building a $140 million smelting plant near Port Lavaca. With time running out, the company was threatened with loss of its gas supply from wells 26 miles out in the bay unless a line was laid immediately.

Collins agreed to lay the line. He had just 26 days to do it in. This meant laying a minimum of a mile of pipe a day. Incorporating his his methods in a 'round-the-clock program, Collins completed the 26 miles of pipeline exactly 20 minutes before the option expired!

This kind of hair-raising deadline finish was bound to make the group famous. They were called back on the job three months later, when examination showed that action of marine organisms, including barnacles, had destroyed the protective coating on more than three miles of the pipe. Collins had been studying these organisms, and knew that if they were buried in mud they could not live. Previously, dredging had been the only answer to laying a pipeline below the bottom and backfilling the trench. But this was both expensive and time-consuming, and far from an ideal solution.

Collins came up with a jet trenching machnie. He spent 30 days underwater, tinkering on the bottom



The Collins jet trenching machine at work.

of Corpus Christi Bay, to perfect it. The machine successfully trenched 11,000 feet of pipe 18 inches below the bottom in 12 hours. But on a job in nearby Copano Bay, difficulties were encountered due to differences in bottom material.

Collins and his assistants, Billy Glasscock and Jean E. Johnson, spent another six weeks underwater. When they came up, the trenching machine would cut any kind of bottom material. They buried nine miles of pipe three feet deep in just 30 working hours.

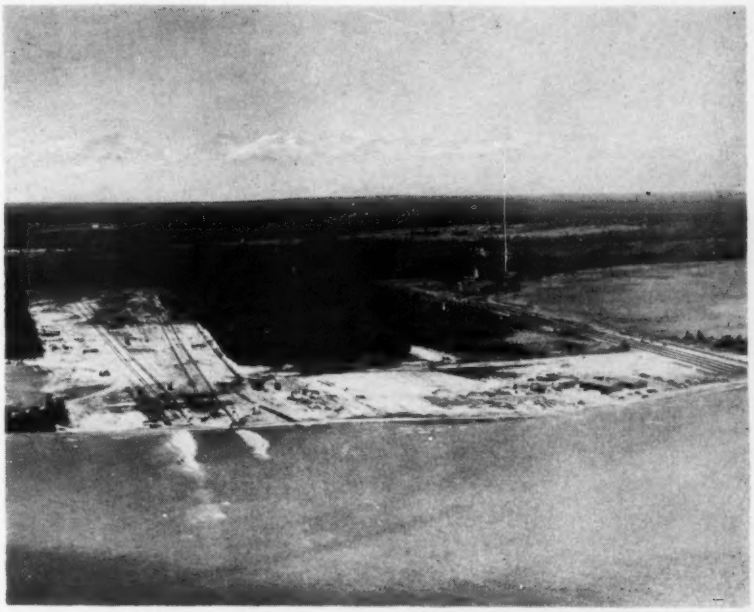
The Collins Jet Trenching Machine, which is company-patented, is latched into place around the pipe. As it is propelled along the pipe, jets undercut a ditch into which the pipe settles. The trencher consists of a framework of welded pipe fitted front and rear with a series of jet nozzles. The jets are set in a pattern to cut and flush out bottom material approximately three feet below and ahead of the frame. The machine is designed to operate in either direction along the pipe.

Four sets of rubber rollers ride on the pipe and serve a dual purpose. They not only guide the trencher and hold it in place, but give absolute protection to the bitumastic coating on the pipe.

There can be no doubt that the jet trenching machine alone has saved the pipeline industry millions of dollars. Trenching and burying a line saves it from corrosion and attacks by marine organisms. Costly maintenance is cut down. Other items to be considered are investment savings, the contingent liability of the owners for pollution of waters and nearby shores, plus the ever present hazards of fire and explosion caused by pipeline leakages brought about by the destruction of protective coatings and subsequent corrosion of the bare pipe.

But it is from an operational standpoint that the jet trenching machine is most dramatic. This is exemplified by the lowering of Transcontinental Gas Pipe Line's big 30-inch line across the Hudson River at 134th St. in New York City.

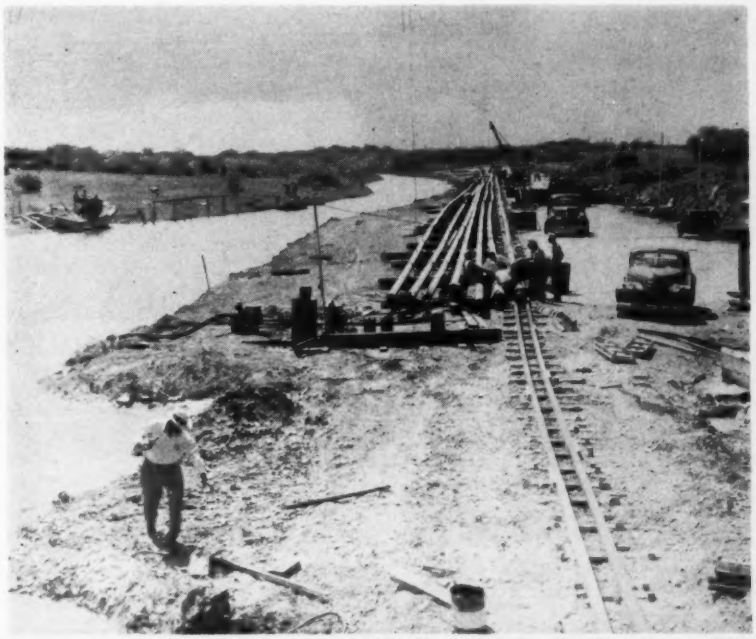
Placement at a minimum of 20 feet below the river bottom was required. One previous attempt had failed, and a second try only partially succeeded. The whole situation was a pipeliner's nightmare—but those seem to be the circumstance under which the Collins groups works best.



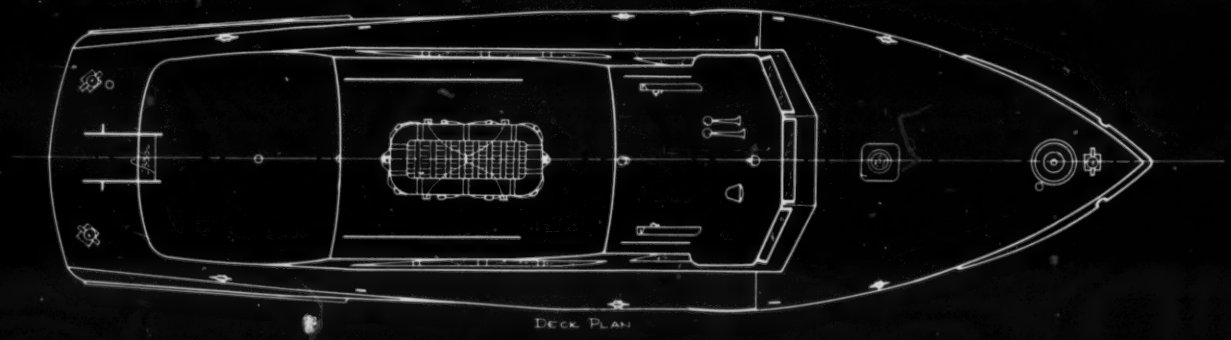
Aerial view of the twin jobsites set up to handle the launching of the dual 20-in. crossing of the Straits of Mackinac. Four miles of pipe was pulled underwater, in depths up to 240 feet, in just 65 hours.

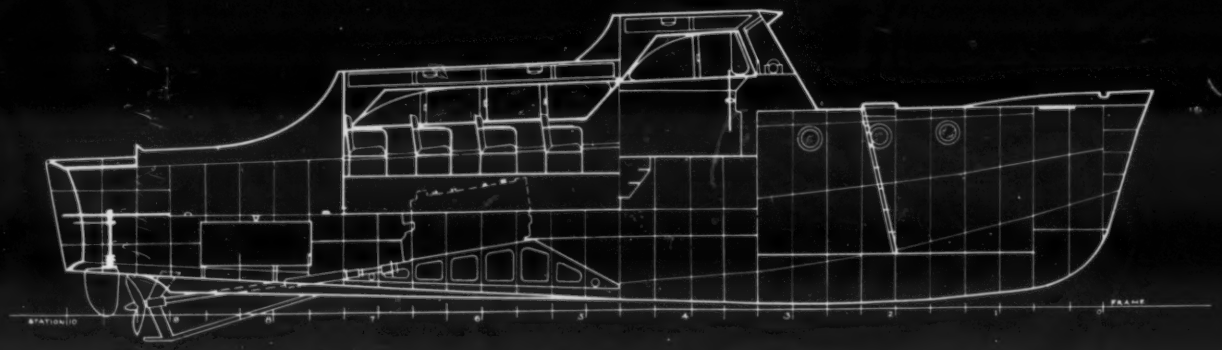
The task was formidable. Since this was the main line serving the city, pressure had to be maintained at all times. River traffic on the Hudson, one of the busiest waterways in the world, could not be interrupted. To double the hazards, the line had been buried previously by dredging and was covered to a depth of 14 feet.

Work was started with the Collins trencher using an overburden removal attachment. Ninety lineal feet of the 14-foot overburden was removed per day. After the line was uncovered, the trencher lowered the line 100 lineal feet per hour and as much as four feet on a single pass. The job was finished in record time and Transco's big pipeline was safely buried 35 feet below the bottom of the Hudson.



Preparations for launching of the ALCOA line, at Point Comfort, Texas. This job beat a hair-raising deadline by just 20 minutes, and made the Collins group nationally famous.





Offshore Craft

51' "Equity" All Steel Water Taxi

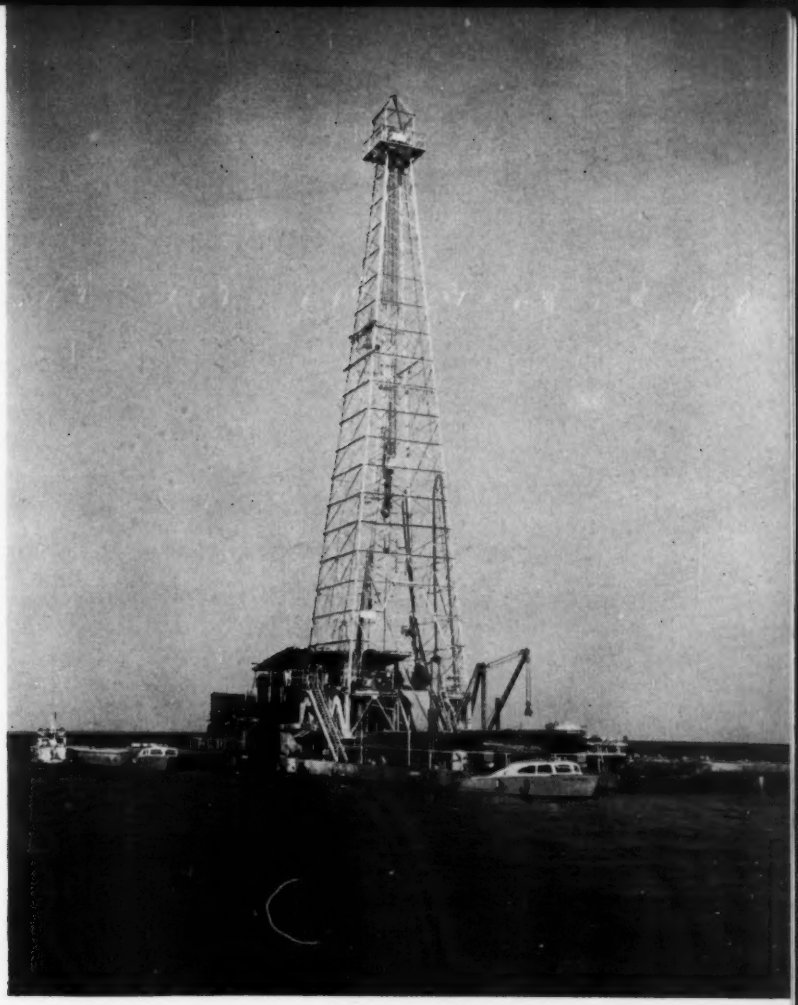
THIS 51' twin screw Diesel-powered water taxi, built by the Equitable Equipment Co. of New Orleans for the Robin Boat Rental Service, is of all steel construction and designed to withstand the rugged duty required for offshore work.

To be ~~used primarily~~ to transport oilfield personnel to and from offshore locations, the 51-footer can comfortably carry 40 persons and has a maximum speed of 22 mph with a cruising speed of 20 mph.

The dimensions are length overall 51' 4", beam 14', depth molded 7'. The draft when loaded is 3' 9" and the displacement 54,00 pounds. The prodULsion is furnished by either two Buda 6-DASMR-844 six cylinder 4 cycle marine Diesel engines which develop a maximum of 300 hp each at 2100 rpm, or by two General Motors six cylinder 2 cycle marine Diesel engines of the 110 series. These develop a maximum of 300 hp each at 2100 rpm.

With a flare in her bow like a deluxe yacht, the 51-footer is outfitted on a par with the finest pleasure craft afloat.

News from the
SHIPYARDS



Sewart Seacraft, Inc.

Crew Boat Specialists

AS THE crew boats throbbed across the bays and along sleepy bayous last week, or roared into the open Gulf, there were two obvious conclusions to be drawn concerning Sewart Seacraft.

Fred W. Sewart

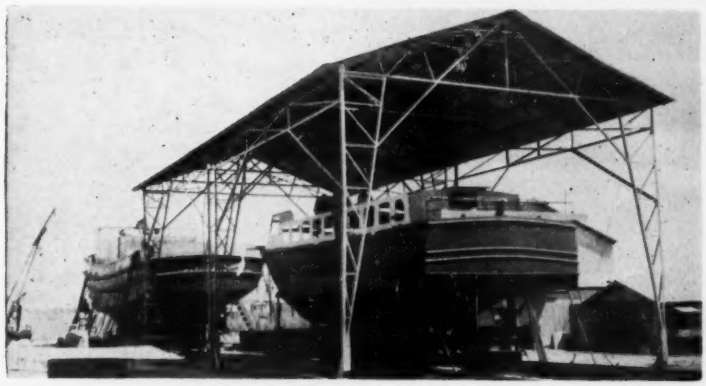
There were plenty of them around, and due to their distinctive lines they were recognizable anywhere.

What makes a particular line of boats popular?

Fred Sewart asked himself that question shortly after he set up shop on the Atchafalya River, in Berwick, La., just after World War II. The oil copanies were just veturing into the Tidelands. They were trying out all manner of surplus marine equipment —mostly wooden hulls—and the results were anything but satisfactory. Fred Sewart decided that what the offshore operators needed — and would buy—was a fast, safe, all-steel boat that would transport crews to and from work in a minimum of time and at the lowest possible expense.

But before the keel was laid for even one boat, Sewart did a lot of legwork. Morgan City, which is just across the river from Berwick, was then as now the center of marine drilling activities for a large section of south Louisiana. Sewart talked to the operators themselves, to find out

(Continued on page 18)



Nearing completion at the Sewart Seacraft, Inc. yard in Berwick, Louisiana: A 50′ crew boat for Robin Boat Rental Service; a 65′ crew boat, also for Robin; two 65′ crew boats for the Mechanical Equipment Co. of New Orleans, built to their design; a 50′ crew boat for Ernest DeBuse; an 80′ crew-cargo boat for Arthur Levy, which has been launched and is currently being outfitted.

Seabrook Shipyard Converts Shrimp Boat for Exploration Service

Recently converted into an exploration vessel was the shrimp boat **Three Brothers,** owned by Louie Deshotel of Aransas Pass, Texas. The work was done in the Seabrook Shippard in Seabrook, Texas.

Accommodations on the 80′ all-steel shrimp boat were increased from four to thirteen by adding 24′ to the deckhouse. All electric equipment was installed in the gallery, including range, refrigerator, deep-freeze and hot water heater from GE. Power units were changed from GM 6-71's to 6-110's with a rating of 225 hp. New propeller shafts were installed, and the size of the propellers changed. All living quarters are completely air conditioned.

The boat is currently working out of Gulfport for Western Geophysical on a California Company job.

While the Seabrook Shipyard is principally engaged in conversion and repairs—with ways handling up to 300 tons, 136′ in length, 10′ draft —the company also arranges charters for offshore work. For further information contact Rufus G. Smith, general manager, or Paul McKaig, business reprsentative.

Consolidated Building Wooden Crew Boats for Glasscock

Tug built for the Glasscock Drilling Co. by the Consolidated Shipyard.

The Consolidated Shipyard, Inc., of Corpus Christi, Texas, has under construction an 83′ crew-cargo boat for the Glasscock Drilling Co., with plans for a second vessel to be built in the near future.

The boat, nearing completion, will be fitted out to haul mud, fuel and water, and will have accommodations for 20 men. Billy Pugh, president of the new company, points out that wooden boats, designed and built properly, have many advantages over similar steel vessels.

Maintenance is cheaper, says Mr. Pugh, and the wooden hulled vessels have a longer life. Water-tight bulkheads are used, just as in steel construction. If the boat is built right, it will suffer no more damage when coming in contact with a drilling platform than an all-steel boat.

The 83-footer is powered with two GM 6-110's, and will cruise at 14 mph. It is of rugged construction, and designed to go out and stay out in any kind of weather.

While plugging wooden work boats, Mr. Pugh plans to start steel construction in the near future. The yard will handle repairs on both wood and steel craft.

ROUGHNECK VIII, crew boat built for Glasscock Drilling Co. by Consolidated.

GEORGE WILLIAM HURTT JOINS HIGGINS STAFF

George William Hurtt has been appointed Sales Engineer to represent the company in procuring commercial orders, especially in the petroleum industry, it has been announced by Andrew J. Higgins, Jr., president.

G. W. Hurtt

Mr. Hurtt comes to Higgins, Inc., with fifteen years' experience in engineering design and sales. He is a registered professional engineer in Louisiana and Ohio. For the past six years, Mr. Hurtt has been associated in sales and design capacities with the National Supply Co. He is widely known among the various branches of the oil industry, and brings to his new connection vast experience and numerous contacts in this growing field.

A native of Pittsburgh, Pa., Mr. Hurtt is married, has two children, and resides at 4917 Gallier Dr. He is 35 years old.

Texas Reports . . .

Humble's Gulf of Mexico No. 1, State Tract 692, is drilling below 3,022 feet. The location is off Aransas County, and the well was spudded in July 18. Proposed depth is 12,000 feet.

The Sun Oil Company's No. 1 State Tract 1018, Gulf of Mexico, a directional well being drilled from a land location on Padre Island, is below 6,598 feet. Proposed depth is 8,000 feet.

Standard of Texas' Well No. 53, on a state lease off Kleberg County, Texas, has been completed. The company is drilling a second directional well from the same platform, which is located about 30 miles southwest of Port Aransas. At last report, operations were shut down due to inclement weather and the tender was in Aransas Pass. Propoesd depth is 10,000 feet.

Gulf Oil Company is drilling away at 8,600 feet on the No. 1 Gulf, State Tract 794, about eight miles southeast of Aransas Pass. Proposed depth is 11,000. Indications are that a second well will be started immediately upon completion of the first.

The SEA EXPLORER being outfitted in the Arnold V. Walker Shipyard for its trip to South America.

The CREWMASTER II, typical of the specialized craft the Arnold V. Walker Shipyard builds for offshore duty.

Designed For Offshore Duty

Arnold V. Walker has consistently built fine marine equipment to meet the most exacting requirements of the offshore oil industry.

WITH the offshore pace mounting, few operators today are satisfied with makeshift marine equipment. The trend is more and more toward new equipment, designed for a specific job. Illustrative of this trend are two boats recently delivered by the Arnold V. Walker Shipyard in Pascagoula, Miss.

Nearly 200 years of accumulated shipbuilding experience went into the design and construction of the **Sea Explorer** and **Crewmaster II,** and they are but two of more than 200 "Walkerbuilt" boats now in service—many of which were designed and constructed especially for the offshore oilfields.

Arnold V. Walker, owner and general manager. Mr. Walker is a naval architect.

Delivered July 10 to Deep Sea Marine Service, Inc., and to be used for Seismographic work on Lake Maracaibo, Venezuela, the **Sea Explorer** is 86′ x 22′ x 10′ amidship. The draft is 5′ aft and 4′ forward. Plating is 5/16″ throughout, except for the house, which has 3″ plating.

Powered by two 6-110 GM diesel engines 52″ x 44″ Coolidge propellers, the **Sea Explorer** is both fast and rugged. Departing Pascagoula, the vessel encountered rough weather outside the pass. J. A. Lennox, Jr. the captain who is taking the boat to South America, was enthusiastic about the way the **Sea Explorer** rode out the heavy seas. Interviewed when he put in at Seabrook, Texas, he said the "shakedown" run merely proved his past experience—that Walkerbuilt boats cold "take it."

The **Sea Explorer** has accommodations for a crew of four, and for sixteen oilfield personnel. Assigned to long service overseas, every consideration has been taken for the comfort of the crew. The vessel has three 1-ton air-conditioning units, and 10 cu. foot refrigerator and 20 cu. foot deepfreeze, supplied by GE Electric appliances in the galley were also furnished by GE.

Also recently delivered for offshore duty was the **Crewmaster II,** 64′ x 21′ 6″ x 6′ depth amdiship. Draft is 3′ 6″ at the 3″ forward. Shell plating is 3/16″ throughout, with a partial wood and steel cabin covered with Kristal-Kraft fibre glass with plastic coating.

Powered by two 300 hp GM diesel engines driving 39″ x 50″ 3-blade Coolidge propellers, the **Crewmaster II** has accommodations for a crew of two, and seating capacity for twenty-four oilfield personnel. It has a speed of 17.8 miles per hour, with a cruising speed of 15 miles per hour.

Both boats represent the maximum in efficiency and economy which have been demanded by the oil industry in its offshore operations, and consistently furnished by the Arnold V. Walker Shipyard.

Mr. Harold F. Suggs, president of Deep Sea Marine Service, Inc., with the SEA EXPLORER in the background. Mr. Suggs will accompany the expedition as owner's representative.

DEEP SEA MARINE SERVICE SENDS TWO EXPLORATION VESSELS TO VENEZUELA

The Deep Sea Marine Service, Inc. of P. O. Box 352, Pascagoula, Miss., has taken delivery of two boats from the Arnold V. Walker Shipyard in Pascagoula, and the vessels have been dispatched to Venzuela for exploration work in Lake Maracaibo.

The boats are the 65′ **Sea Traveler** and the 86′ **Sea Explorer,** both of which were designed and built especially for this type of work.

Robert Suggs is president of the new company. Mr. Suggs is accompanying the expedition as owner's representative.

News from the
SERVICE COMPANIES

Dawson Womack takes a call from a customer, while Joe Turner looks over an invoice. Womack is with the New Orleans branch and Turner handles oilfield sales for the Petroleum Distributing Co. in Houma.

New Fuel Service For Offshore Rigs

Petroleum Distributing Company, of New Orleans and Houma, Louisiana, has initiated a new fuel service for offshore rigs.

This operation was started about May 15, and already the firm is servicing 15 or 20 rigs in the vicinity of Southwest Pass, Main Pass, Barataria Reef and Bay Machland. Delivery bargest are also going into open water to service Calco's LST "523."

Among those serviced are Loffland Bros. and Noble Drilling Company rigs.

Jay Teasdel and Dawson Womack handle industrial sales for the new firm. Mr. Womack was formerly with General Motors' industrial sales division.

Joe Turner handles oilfield sales, and has a division office in Houma.

The firm uses a chartered seaplane to keep in constant touch with its customers. All equipment has 2-way radio, so that any emergency request may be promptly expedited.

ROBIN ORDERS THREE NEW CREWS BOATS

With twenty-nine crew boats currently operating, and three more under construction, the Robin Boat Rental Service of Harvey, La. is rapidly becoming one of the biggest independent boat contractors in the field of offshore personnel transfer.

Vincent Robin

Soon to be delivered is a 51' "Equity" water taxi, built by the Equitable Equipment Co. of New Orleans. Sewart Seacraft will launch a 50-footer and a 65-footer for Robin in the near future.

The company, owned by Vincent Robin III, with headquarters at 448 Pailet St., Harvey, La., now has boats working for J. Ray McDermott, Calco, Rowan Drilling Co., Southern Production Drilling Co., Salt Dome Production Co., the Texas Company, and others.

(Continued from page 15)

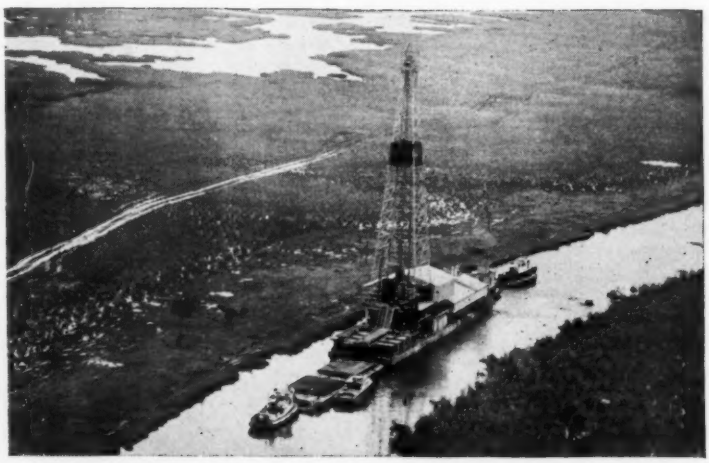
exactly the kind of boat they wanted. He made numerous trips to the field, studying problems of design and construction under actual operating conditions.

As a result of this careful background work, Sewart became one of the first men to design a boat to meet every requirement of the offshore oil industry—and it was a foregone conclusion that the boat would win wide popularity. It was fast, meaning a substantial saving in non-productive hours going to and from the drilll site, yet rugged enough for use in either outside or protected waters.

For the next several years, Sewart concentrated on meeting the growing demand for his boat—a demand that did not slacken during the Tidelands dispute, for the **Seacraft's** speed and dependability made it ideal for use in the rivers and bayous of the inland marine oilfields. Ken Hidalgo, a young naval architect, joined the firm, first as chief engineer and later as vice-president. Under this combination, Sewart Seacraft, Inc. quickly became recognized for what they are today—crew boat specialists.

Today's Sewart line ranges from the fast, rugged personnel and utility series starting at 20', up through the powerful 80' crew-cargo boats that the company is now building. Powered with gasoline engines, **Seacraft** are available in 20' to 38' lengths. Diesel-powered models range from 26' to 80'.

The finest of material and craftsmanship has gone into the construction of all Sewart boats, but the **Seacraft** on the job are the best recommendation of the firm's work.



A typical drill barge move in South Louisiana. The tugs CONNIE C. CENAC, TIM CENAC and O. J. CENAC maneuver the barge along an inland waterway.

DANTZLER SUPPLYING BOATS FOR OFFSHORE EXPLORATION

A. F. Dantzler, of Pascagoula, Mississippi, heads three concerns currently supplying exploration vessels for seismograph work along the Gulf Coast. The companies are the Dantzler Boat & Barge Co., the Dantzler Boat Rental Co., and the Exploration Boat Co.

W. B. Herring is secretary of the three firms.

The boats owned by the three companies are the **Red Creek, Bluff Creek, Vieve, Outlook** and **Dickie Walker,** constructed in the Arnold V. Walker Shipyard in Pascagoula, and an 83′ converted air-sea rescue boat.

The five boats constructed in the Arnold V. Walker Shipyard were designed and built specifically for exploration work.

The **Red Creek, Outlook** and **Vieve** are currently working for Western Geophysical on a Union Producing Co. job out of Galveston, Texas. The **Bluff Creek** is working for Gulf out of Cameron, La. The **Dickie Walker** is working for Western Geophysical in the Grand Isle vicinity.

A. F. Dantzler

Mr. Dantzler is also the Standard Oil dealer in Pascagoula.

NEW CATALOG PUBLISHED BY L. F. GAUBERT & COMPANY

Progressive young firm is rapidly becoming a leader in its field

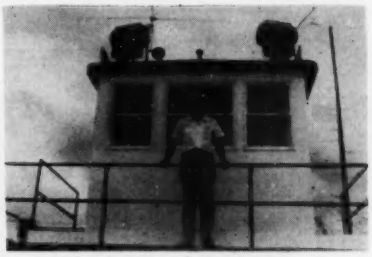
L. F. Gaubert & Company, of New Orleans, distributors of marine, electrical and industrial supplies, has recently published a very attractive leather-bound catalogue to give its many customers a ready reference to its stock. The catalogue is of the loose-leaf filler type, and will be kept up to date by regular mailed insertions. Information can be had by writing L. F. Gaubert & Company, 700 South Broad St., New Orleans 12, La.

Lloyd F. Gaubert

While the progressive young firm is only a few years old, it is rapidly becoming a leader in its field.

The firm's headquarters at 700 Broad St., in New Orleans, La.

ON THE JOB . . .



PENROD'S MARINE SUPERINTENDENT IS A VETERAN SEA CAPTAIN

Capt. J. M. Jones, general marine superintendent for the Penrod Drilling Co., is a slender, smiling, friendly man with a distinguished sea career dating back thirty-fie years. He has commanded many ships—both in peace and in war—and was with the Mississippi Steamship Co. thirty years before retiring.

Of his years at sea, twenty-seven were spent as the captain of his own ship. In 1924 he was the skipper of a freighter, calling at Le Harve and other European ports. He later commanded both freighters and passenger ships on the South American run. In fact, he spent an impressive total of twenty-eight years running between North and South American ports.

Capt. Jones commanded the **Del Mar** on its shakedown cruise and maiden voyage, and kept that ship for six years.

As a lieutenant, j.g., he commanded the naval transport **Typhoon** during World War II, sailing from the West Coast. He was discharged from the Naval Reserve at the end of World War II as a lieutenant commander. When he retired from the Mississippi Steamship Co., he moved to Lake Village, Ark., and still maintains a home there.

In his present position, Capt. Jones supervises all of Penrod's marine work—crew boats, work boats and tenders—and is in charge of the company's shore base in Aransas Pass, Texas.

For those people who are sometimes puzzled when they meet Capt. Jones, and have the uneasy feeling they have met him before and can't remember where, there is a simple explanation. Pick up a few travel folders showing those sleek luxury liners that sail the Caribbean and South American waters. The pictures aren't changed every year, you know. And even though he has retired, you still might find in one of them a picture of a sea captain named J. M. Jones . . .

The Barker Barge Line, of Lockport, La., can trace its history from mule-drawn wooden barges to powerful Diesel-driven oil tows. The company also has . . .

A Distinguished Personnel Record

FROM mule-drawn wooden barges to powerful Diesel-driven oil tows of 20,000 barrels, the operations of the Barker Barge Line of Lockport, La. spans one of the most colorful eras in the history of water transportation.

Today the company's modern, all-steel equipment rapidly and efficiently transports petroleum products between the Houston area and New Orleans, and up the Mississippi River as far as Vicksburg. But when a patch-seated Negro boy of ten first went to work for the company, his job was to drive a team of mules pulling wooden barges from near Cut-Off, La. along the Bayou La-Fourche to the vicinity of Raceland.

That was sixty-seven years ago. Clerville Severre, the French-speaking Negro who remained with the company for sixty-two years before retiring in 1949, was a link with the company's colorful past until he died not long ago. But while Clerville could recall the first engine-propelled vessel acquired by the company—the **Peruna**—the Barker Barge Line was old from the point of operation before he joined it.

The company has been in continuous operation since 1866. It is not only considered to be the oldest operating barge line in the area, but the Barker Barge Line has one of the most distinguished personnel records in the entire country. Clerville Severre, as previously stated, had been with the company sixty-two years before retiring. Pierre Hebert rounded out an even half century of service. George Bollinger, who retired as general superintendent, had been with the company for thirty-eight years.

Among the present personnel, Edgar Coulson of maintenance and W. J. Larousse, master mechanic, both started with the company in 1920. A. F. Arcement, chief electrician, has been with Barker thirty-two years; and Capt. Lester F. Perrin, marine superintendent, 35 years. The brothers Edmond J. Hebert, Edward Hebert and Lawrence Hebert have twenty-seven, twenty-two and twenty-one years of service respectively. Claiborne Chaisson has been with the company twenty-six years, and Clarence M. Arcement, machine shop superintendent, twenty years.

R. H. Hurd has directed the company's operations since 1944.

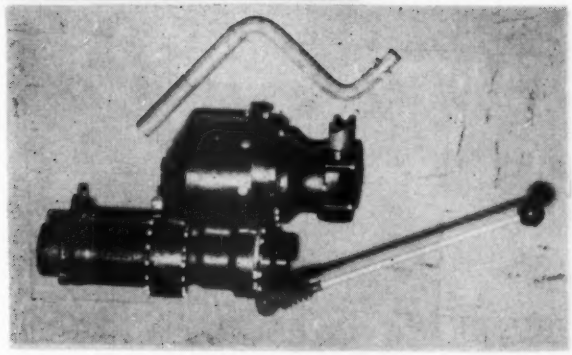
While the company's present program is geared to the transportation of petroleum products, the Barker Barge Line has kept pace with progress all through its long history. It has been in the shipbuilding and ship repair business since 1905. The two steam sternwheelers of so long ago, the **Peruna** and **Archon**, would look completely incongruous alongside the powerful Diesel-driven all-steel towboats owned by the company today. Barker also manufacturers a company-patented steering apparatus, does propeller reconditioning, and has a gas-freeing barge service.

But to go back a bit in history. With the advent of the old sternwheelers, the mule teams were needed no more. They were retired upon the orders of Capt. Alex Barker, who was then head of the firm. It seems somehow fitting that the company's benevolence should extend to its lowliest employee.

Even a mule . . .

Arcement, shop foreman; and Capt. Lester F. Perrin, Left to right, E. F. Arcement, chief electrician; Clarence marine superintendent.

The firm has a gas-freeing service for barges. With his back to the camera is Edward Hebert, shipyard foreman, who has been with Barker 22 years.



Equipment Engineering & Supply Co. To Furnish Inertia Starter

THE Equipment Engineering & Supply Co., Inc. of 3538 Pauger St., New Orleans, La. has announced that it can supply from stock the AE Inertia Hand Starter.

According to a release by the company, the inertia starter is a self-contained factory sealed unit requiring virtually no maintenance. It is modeled after the Bendix Aircraft Inertia Starter, a unit with an unparalleled service record in the aircraft industry. This industrial unit is built to the same aircraft standards.

The AE Inertia Hand Starter is applicable to General Motors Series 71, 51 and 110 diesel engines and all other industrial diesel engines using an SAE No. 3 flange. A complete application list will be made available shortly, a company spokesman states.

It is pointed out that since no outside source of power is necessary, there is no maintenance of batteries, cables or plumbing required. No matter how long the engine has been idle, the inertia starter will start the engine. All that is needed is a few minutes on the crank handle.

The inertia starter has only recently become available for domestic use, according to John E. Hart, a partner in the firm which will supply the starter in this area. Previously, the entire production has been exported. But due to increased production, the unit is now available for the domestic market.

A brochure on the AE Inertia Hand Starter is available. Inquiries are welcomed, states Mr. Hart.

"That toolpusher from Oklahoma is always the life of the party."

Experience Tells—

Years of experience in designing and building work boats have paid off in the construction of the BLUFF CREEK—and in other "Creek" type boats such as the RED CREEK and SEA EXPLORER. Designed especially for offshore duty, these rugged 86-footers are being widely used for seismographic work both here and abroad. We offer you the same craftsmanship and "know how" in solving your boat problem. Consult us. We will be glad to quote you.

ARNOLD V. WALKER SHIPYARD

Tugs, Towboats, Barges, Dredges, Repairs, Marine Railway

Phone 1190 PASCAGOULA, MISS. P. O. Box 352

REPAIRS · CONVERSIONS CHARTERS

Recently converted by the Seabrook Shipyard was the shrimp boat 'Three Brothers.' To outfit the 80' all-steel boat for exploration duty, accommodations were increased from 4 to 13 by adding 24' to the deckhouse. All electric equipment was installed in the galley. All living quarters are completely air conditioned.

See us about your conversion or repair problems.

SEABROOK SHIPYARD

SEABROOK TEXAS

Bourg Mud & Chemical Co.

SERVICE ON LAND OR SEA

THE Bourg Mud & Chemical Co. of Lockport, La., distributors of Magcobar and one of the principal distributors of drilling muds and chemicals in the Gulf Coast area, has kept pace with the offshore industry's growing demands by timely additions to its marine delivery fleet.

The company owns a fleet of tugs and barges for servicing marine drilling locations, and a Cessna seaplane equipped with 2-way radio keeps them in close contact with individual units. S. A. Bourg Sons—both firms are headed by Sidney Bourg and his brother, Edwin Bourg—is an affiliate concern with a fleet of trucks to handle delivery to land drillsites. The trucking firm also does oilfield hauling.

Typical of the fine marine equipment owned by the Bourg Mud & Chemical Co. is the converted deck barge, the **Mudbuggy.** Conversion work was done in the shipyard owned by the Barker Barge Line, also of Lockport, and the barge was powered with two six cylinder 6-71 GM Diesel engines equipped for keel condenser cooling systems and with special automotive-type clutches.

The self-propelled barge is capable of carrying several hundred tons of drilling muds to offshore locations. As an additional service, the **Mudbuggy** also delivers drinking water to crews working offshore. Water is used for ballast, as well. The barge has a capacity of 22,000 gallons of fresh water, and the ballast tanks hold an additional 10,000 gallons. The latter can be pumped out to lighten the barge for deliveries to shallow water locations, or in the event a submerged reef is encountered.

The **Mudbuggy** has been in operation for about a year, with highly satisfactory results.

The trucking firm, S. A. Bourg Sons, was founded by the elder Sidney A. Bourg in 1932. Starting with one truck, the company now operates a fleet of sixty. When Sidney Bourg died, his sons Sidney A. Bourg, Jr. and Edwin W. Bourg carried on and expanded the family business. Sidney A. Bourg, Jr. is president of S. A. Bourg Sons and the Bourg Mud & Chemical Co., and Edwin W. Bourg is vice-president of both concerns.

With twenty-two years of operation behind them, the Bourgs have a solid reputation in the oil industry for prompt and dependable service.

This self-propelled barge, the MUDBUGGY, is the Bourg Mud & Chemical Company's answer to the problem of servicing offshore wells.

S. A. Bourg Sons started with one truck, and today the firm has a fleet of sixty.

fine industrial photography

R. L. BUCHANAN

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MARINE TOWING · BARGE RENTAL

JACK NEILSON, INC.

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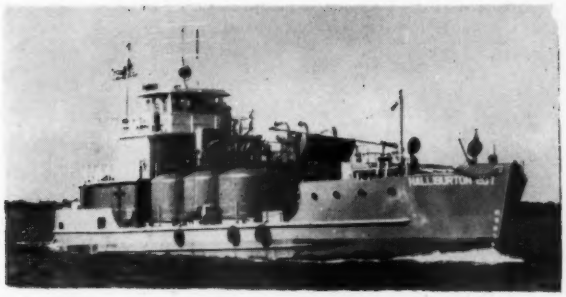


Halliburton Launches Second Ocean-Going Cementing Ship

Recently commissioned and placed in operation by the Halliburton Oil Well Cementing Co. was the Halliburton "207," the world's second ocean-going cementing ship.

Built by the Equitable Equipment Co. of New Orleans, La., the "207" is 126' long and 32' wide. Diesel-powered, it has a maximum speed of 13 knits. Draft is 7' 8" when fully loaded, with a minimum draft of 4' 10".

The ship is completely self-contained, with weighing and blending apparatus for handling bulk material. It is designed to cross an ocean safely, or navigate a shallow Louisiana bayou.

Work has already begun on a third similar vessel for servicing marine operations.

Collins Company Forms Venezuelan Corporation

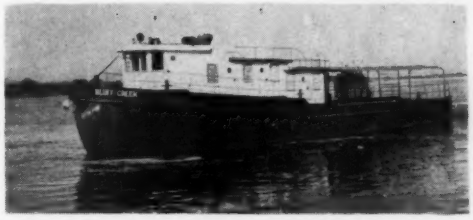
Port Lavaca, Texas—Formation of a new Venezuelan corporation, to engage in submarine pipeline construction in South America and other parts of the world, has been announced by S. V. Collins, owner of the Collins Construction Co. of Port Lavaca. The new company will be known as Construcciones Collins De Venezuela C. A.

Officers of the new corporation are S. V. Collins, president; French T. Glasscock, vice-president; Jean E. Johnson, second vice-president; Rowland J. Burton, treasurer; Edward D. LeBoeuf, resident general manager; and William F. Coles, secretary and general counsel.

The firm's first project will be the laying of two 20" lines across Lake Maracaibo for Shell De Venezuela. Work will begin August 15.

"Take the next turn? Oh, no, you don't!"

EXPLORATION VESSELS . . .



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"Next Door to Phil's Place"

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The Slush Pit...

There was once a farmer bothered with mice. Being an efficient man, he set two traps—one by the apple barrel and one by the barrel of walnuts. Next morning his wife inquired about his success.

"Got one of the pests," he gloated.

"By the apples?" asked his wife.

"Nope!"

Mother (entering unexpected): "Why, I never . . .!"

Daughter: "Oh, mother, you must have!"

Sweet young thing: "Isn't it just wonderful how you filling station people know just where to set up your pumps to get gas."

The driller had come up the hard way. His wife got society notions. Cy finally agreed to take her to a formal affair—their first. For the occasion, he rented an evening suit. Sarah crammed her ample proportions into the latest low-cut "Paris creation." But all of this seemed wasted, for a shocked silence greeted their arrival at the party. The host finally got Cy to one side and whispered agitatedly in his ear. Cy scratched his head in amazement.

"I'll be danged, Sarah," he said. "Ye've got the new-fangled dress on backwards. The harness ain't supposed to show!"

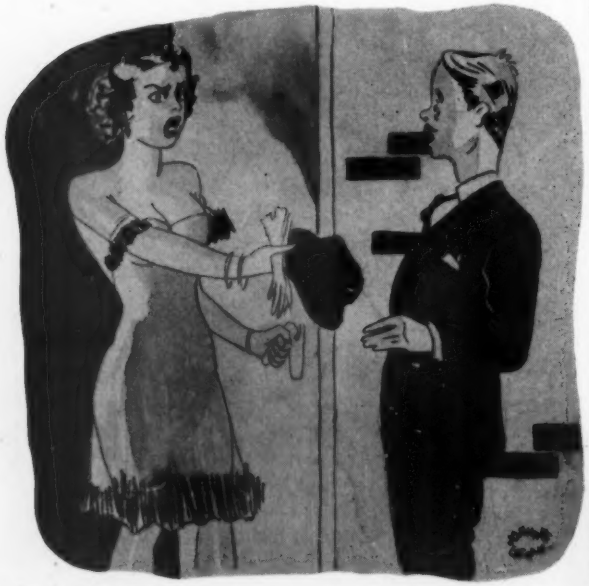
South Louisiana girl: "Paw's the best rifle shot in these parts."

Oil field boomer: "What does that make me?"

S. L. g.: "My fiance."

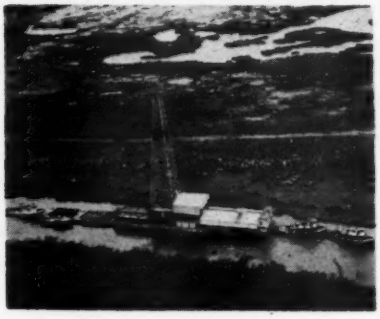
"Well, my boy," said the minster to the three-year-old, "what did Santa Claus bring you?"

"Aw, I got a little red chair," said the kid. "But it ain't no good. It's got a hole in the bottom of it."



"When you said you did exploration work, I thought you meant you worked for an oil company!"

GENACO TOWING CO.



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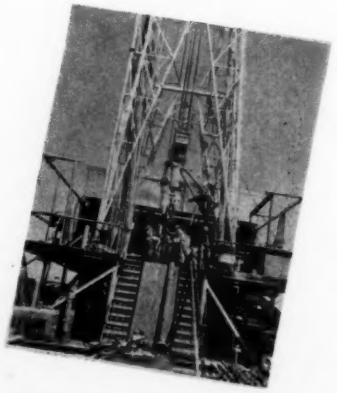

Contract Feeding and Housekeeping
Catering to the Oil Industry

GENERAL MARINE CORPORATION

WE DELIVER!

Trial run of a new crew boat. Robin Boat Rental Service is continually increasing its fleet to meet the growing needs of the offshore oil industry.

The ANN ROSE, right, 40'x12' crew boat powered with twin Diesel engines, averaged 23 mph on a run from the Leeville dock to Bay Marchand with 12 men on board. The ANN ROSE will carry 24 oilfield personnel.

FAST *CREW BOAT SERVICE*

Fast, dependable crew boat service is our motto. We specialize in the quick, safe transfer of oilfield personnel to and from offshore drilling sites, in rugged, seaworthy boats capable of going anywhere in open water. You can count on us to cut non-productive hours going to and from the job to a minimum.

With twenty-nine boats currently operating, we are continually adding to our fleet to better serve the oil industry. Soon to be delivered are a 50' Sewart Seacraft, a 65' Sewart Seacraft, and a 51' "Equity" water taxi.

Whatever the needs of the industry, Robin will keep abreast of them.

Call us for: Crew boats, seagoing tugs, rig tenders.

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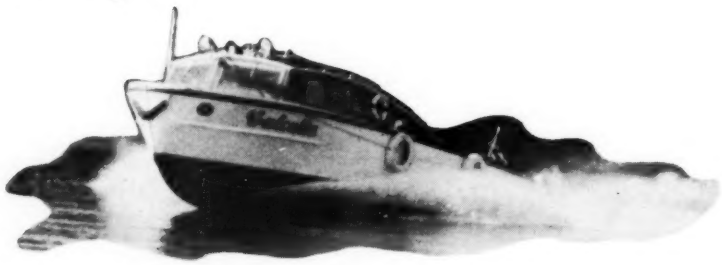
To the Oil fields...

...and back...

...at 30 miles per hour



"Challenger"

SEWART SEACRAFT PERSONNEL TRANSPORT

Once again Sewart Seacraft has proved that Sewart boats are unbeatable for oilfield personnel use. The "Challenger" is a 36-foot, all steel, welded boat, especially designed and built for transporting oilfield crews to and from water locations. Powered by twin six cylinder inclined General Motors diesels, supplied by George Engine Company, she hit speeds of 30 miles per hour in recent trial runs, meeting the expectations of her designers. Completely equipped with toilet, galley, dinette, and all the safety measures desirable for the comfort of the oilfield workers who will be making daily trips to and from their work aboard her, the "Challenger" was delivered to J. H. Boudreaux of Venice, La.

The "Challenger" is just one example of the fine design, construction and craftsmanship that can be expected of boats built by Sewart Seacraft. See Sewart Seacraft FIRST for your BOAT requirements.

SEWART SEACRAFT, INC.

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